Agency: Commerce, Community and Economic Development

Grants to Municipalities (AS 37.05.315)

Grant Recipient: Seward

Project Title:

Seward - Dredging Cruise Ship Berthing Basins and Approaches

State Funding Requested: $ 4,500,000 **House District:** 35 - R

Future Funding May Be Requested

Brief Project Description:

Dredging Cruise Ship Berthing Basins and Approaches in Seward to a Depth of -36 to -42 Feet.

Funding Plan:

Total Cost of Project: $4,500,000

Funding Secured		Other Pending Requests		Anticipated Future Need	
Amount	*FY*	*Amount*	*FY*	*Amount*	*FY*

There is no other funding needed

Detailed Project Description and Justification:

The cruise ship berthing basins are currently dredged to -32 feet. However, the newer “Millennium” Class vessels draw up to 29 feet. This makes the berths impractical for the larger cruise ships during minus tides. In addition, the approaches to the three cruise ship berths in Seward must also be dredged from the current -32 feet to a depth of -36 to -42 feet. The cost estimate of dredging the approach and three berths to a depth of -36 to -42 feet is $4.5M. Permits are in place to dredge the berths and approaches that must occur in time for the 2009 season.

Project Timeline:

Planning and design- fall/winter 2008

Phased construction- summers of 2009/2010

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Seward

Grant Recipient Contact Information:

Contact Name: Phillip Oates
Phone Number: (907)224-4047
Address: P.O. Box 167, Seward, AK 99664
Email: poates@cityofseward.net

Has this project been through a public review process at the local level and is it a community priority? [X] Yes [ ] No

For use by Co-chair Staff Only:

Contact Name: Katrina Matheny
Contact Number: (907)465-4925

4:50 PM 4/29/2008

2008 City of Seward Request for Support From The Governor's Office

Project Title:	**Cruise Ship Head Tax- Dredging for the Cruise Ship Dock**
Priority:	**#1**
Funding Needed:	**$4.5 Million**
Funding Source:	**State and Local Contributions**

Project Justification:

Dredging for the cruise ship fully meets the federal criteria for use of the cruise ship head tax and would benefit the port by dredging the approaches and cruise ship basins to a depth (42 feet) that will accommodate the largest cruise ships (millennium size vessels). The fill from the dredging will be used to lengthen the existing freight dock by 500 feet and this will provide an essential match of $15.5M in federal funds for the extension of the freight dock. This will improve freight and homeland security capabilities of the port. This project was approved through a public process and city council resolution attached. A drawing is attached.

Project Description:

The cruise ship berthing basins are currently dredged to -32 feet. However, the newer "Millennium" Class vessels draw up to 29 feet. This makes the berths impractical for the larger cruise ships during minus tides. In addition, the approaches to the three cruise ship berths in Seward must also be dredged from the current -32 feet to a depth of -36 to -42 feet. The cost estimate of dredging the approach and three berths to a depth of -36 to -42 feet is $4.5M. Permits are in place to dredge the berths and approaches that must occur in time for the 2009 season.

Seward Docks and Intermodal Facility

PROJECT FACTS

Project Scope

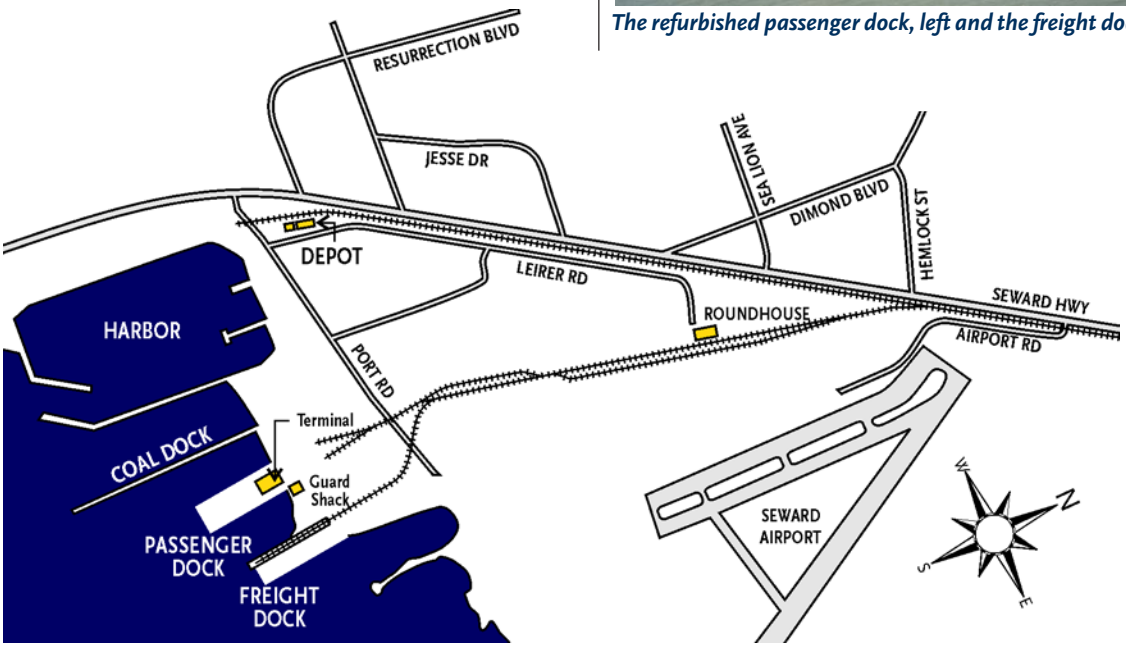
To improve safety and better meet passenger needs in Seward, the Alaska Railroad (ARRC) constructed a new freight dock and overhauled the existing dock to serve as a passenger-only facility. Previously, one dock served both types of customers. Loading ships with logs and unloading steel pipe in close proximity to tourists from cruise ships presented an unacceptable safety conflict. In addition, the United State's Coast Guard recently enacted new security regulations requiring the two operations be separated.

In addition to separating freight and passenger operations, there are improvements to the land adjacent to the docks. These are increaing safety and enhancing efficiency while passengers transfer from ship to bus, train or other mode of transportation.

Benefits

- Separating freight and passenger operations greatly improves safety and efficiency.
- Brings existing facility into compliance with State and Federal regulations.
- Addition of a new dockface enables multiple ship berthings, improving service to valued cruise line and freight customers.
- Facility renovation provides the potential for year-round real estate development.
- Many passengers arriving at the dock require same-day transfer via bus, train, ferry or vehicle. Improvements conveniently consolidate intermodal choices at the mainline terminal, providing safe, secure and efficient transfer of people and baggage.

The refurbished passenger dock, left and the freight dock, right.



1/04/2007

Phase I: Passenger Dock and Terminal Facility

Passenger dock improvements in 2001 included a connection to the City of Seward sewer service, an increase in interior floor square footage by covering the depressed rail track with decking, a concrete overlay floor surface to include radiant heat, new lighting and miscellaneous electrical and mechanical upgrades.

Status

- New east side dock fendering system installed in 1998.
- Adjacent three-story steel roll-on roll-off structure (Cherrier Ramp) directly east of the passenger dock was dismantled and removed to allow eastside berthings.
- Interior flooring improvements and electrical and mechanical upgrades completed March through May 2001. Additional electrical and mechanical upgrades completed spring 2002.
- Rectifiers on the dock's south end were removed in May 2001 to accommodate dock-side baggage handling from ships. Smaller, more efficient rectifiers were installed in spring 2002.
- A new mooring dolphin was installed south of the Railroad's existing dolphin in 2003. The harbor basin was dredged to minus 33, and the toe of slope on both sides of the passenger dock was steepened.
- In 2004, the 25-year-old main under-dock catwalk (badly rusted, unsafe and with sections missing) was completely replaced.
- In 2005, ARRC repaired aging elements of the dock's cathodic protection system, which inhibits corrosion on 85% of the steel piles supporting the dock. Half of the remaining 25-year-old rectifiers and three-fourths of the existing anodes were replaced. Expansion of the cathodic protection system and pile repairs are scheduled for 2007.

Project Cost

- $2.67 million passenger dock budget funded by ARRC, Federal Railroad Administration and Federal Highway Administration.
- $455,000 cathodic protection system repair budget funded 2005-2007 by the Alaska Railroad.

Phase II: Freight Dock

The Freight Dock Project entailed construction of a new bulkhead fill dock located 400 feet east of the Railroad's existing dock facility. The new dock is approximately 640 feet in length, 200 feet wide and includes a mooring dolphin and catwalk at the seaward end.

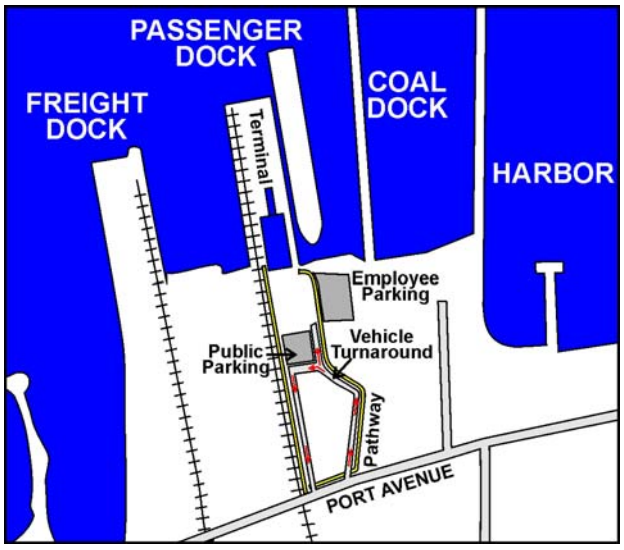
The freight dock features a modern low maintenance ship fendering system and is designed to accept a deeper mooring basin, and seaward extension if required by future vessel use. The freight dock facility accommodates both truck and rail transport. It will include new water service, new electrical service and high mast area lighting for safe year-round use.

Status

- Dock construction contract was awarded to B. West Construction Co. in February 2000.
- Fabrication of fender and dock fascia components began in March 2000. Dock construction began August 2000 and was substantially completed by December 31, 2000.
- Dock approach and mooring basin dredging began in November 2000 and was completed by December 31, 2000.
- Extension of track from the yard to the new freight dock was complete in spring 2001.
- Design of City of Seward water service is complete. A water utility extension was installed spring 2002.
- 2006: ARRC applied for a permit to expand the freight dock in phases. See separate fact sheet.

Project Cost

$7.7 million freight dock construction budget, funded in part by the Alaska Railroad, along with grants from the Federal Railroad Administration and Federal Highway Administration.

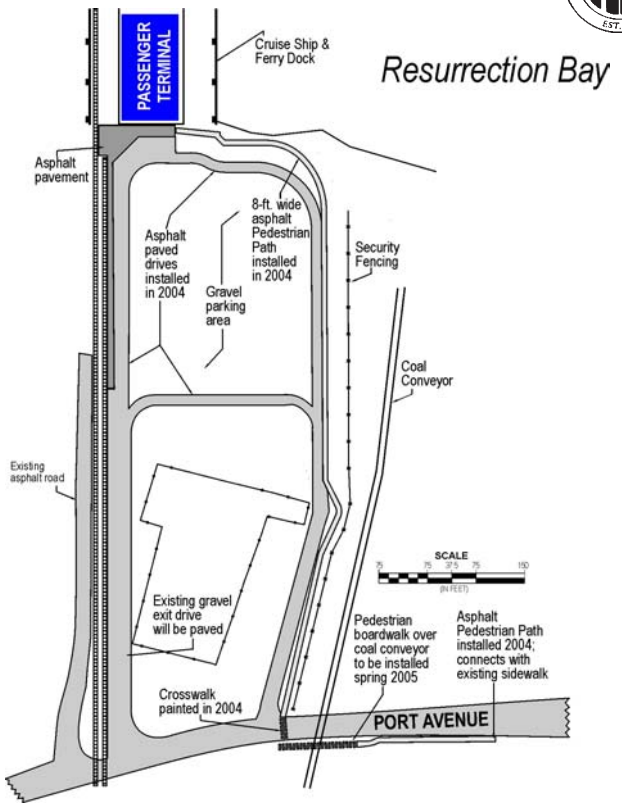


Phase III includes improvements to the "uplands" just north of, and adjacent to, the docks.

Phase III: Intermodal Enhancements

Intermodal improvements began in 2003. On the land just north of the secure passenger dock ("uplands"), existing tracks and signals have been demolished to make way for several intermodal upgrades. These include paved parking areas for ferry passengers, dock employees, rental car staging and buses. Orderly vehicle access to parking and passenger drop off sites comes by way of a one-way circular asphalt roadway, which extends off of Port Avenue, leading toward the dock. Exterior lighting adds to the safety and security of new roadways, pathways and parking areas. Widening the existing passenger platform, and extending pavement to

The passenger dock terminal is in need of security, efficiency and aesthetic upgrades.



A new pedestrian pathway leads from the terminal.

Port Avenue provides safer pedestrian access from the trains to the terminal. Also enhancing pedestrian safety is a new pathway connecting the terminal to the city's sidewalk along Port Avenue. Finally, a single track extending from Port Avenue to the northeast corner of the passenger terminal better separates the passenger and freight operations.

Additional modifications to the passenger dock include removal of four tracks and repaving of the dock surface to reduce tripping hazards and improve drainage. Changes to the terminal facility involve security checkpoints, building aesthetics, and upgrades to better accommodate passenger and baggage transfer requirements.

Status

- Environmental permitting was completed in August 2002, and design of site improvements followed immediately thereafter.
- Initial terminal and intermodal enhancements began in February 2003, and were substantially complete by the first cruise ship arrival on May 17, 2003.
- In 2004, ARRC completed extension of the passenger platform and additional pavement near the terminal building. Design and paving for the pedestrian pathway was completed in 2004; the boardwalk bridge over the loading facility conveyor was finished in 2005.

Project Cost

- $3.77 million budget for initial intermodal improvements, funded 80% by the Federal Transit Administration and 20% by the Alaska Railroad.
- The Alaska Railroad funded the passenger platform extension, additional paving, and the pedestrian pathway at a cost of $254,000.

Security Improvements

In response to more stringent security requirements from the U.S. Coast Guard and the U.S. Department of Homeland Security, the railroad is upgrading security features at its docks and loading facility in Seward.

In 2004, the Railroad installed security fencing and lighting to prevent unauthorized access into secured operational areas of ARRC's passenger dock. Additional security measures include enhanced dock lighting, and installation of battery backup lighting.

ARRC purchased a 27-foot, heated cab patrol boat for waterside surveillance and interception, not only for the railroad's passenger dock terminal, but also for the entire Port of Seward. Delivered in May 2004, the vessel is owned and operated by the Alaska Department of Military &Veterans Affairs. It is available to local officials for law enforcement, and could also serve as a dive platform to support underwater inspections. Fencing and lighting installation and vessel acquisition were completed in 2004.

In 2005, ARRC installed a video surveillance system to augment security at the passenger dock, freight dock and coal loading facility. The system includes video cameras, associated electrical service, computer hardware, and associated computer software with Internet-based surveillance capabilities.

Project Cost

- $285,000 budget for security dock lighting and fencing, funded funded through Transit Security Administration (TSA) port security grants.
- $152,000 budget for the vessel, funded by TSA grants.
- $297,000 budget for the video surveillance system, funded by TSA grants.

New security fencing is installed.